

### **Listing of Claims:**

1.-19. (cancelled).

20. (Currently Amended) A method for controlling energy sources or energy sinks on an energy accumulator in a motor vehicle, the method comprising the steps of:

measuring at least one parameter which characterizes the state of charge of the energy accumulator,

transmitting the parameter which characterizes the state of charge of the energy accumulator to a control unit,

prioritizing data from a plurality of modules by a data mask;

adapting and filtering the data based at least in part on data formats;

generating by the control unit at least one control signal as a function of the parameter which is characteristic of the state of charge of the energy accumulator, which control signal controls energy sinks or energy sources which are connected directly or indirectly to the energy accumulator, in terms of the power which they consume from the energy accumulator or the power which they emit to the energy accumulator, and

calculating by the control unit the energy consumption of energy sinks on a planned route in advance, ~~wherein a data mask carries out prioritization, filtering, and normalization of different data formats~~ wherein the data is weighted to minimize processing time.

21. (Previously Presented) The method according to claim 20, wherein the control unit generates the control signal in a manner to control the energy sources or energy sinks, in that the energy accumulator has a positive energy balance in a defined time unit, or a positive power balance.

22. (Previously Presented) The method according to claim 20, wherein the control calls up at least one of

- measurements;
- characteristic variables of the electrical characteristics of the energy accumulator;
- generator currents;
- acid levels of the energy accumulator;
- the engine rotation speed;
- the engine temperature;
- the energy accumulator temperature;
- the ambient temperature;
- the dynamic system characteristic of the energy accumulator;
- ignition data for engine ignition;
- injection system data;
- data relating to the motronic system;
- data from systems which are related to the motronic system, and/or
- engine operating data;
- data relating to continuous loads;
- data from long-term loads;
- data from charging voltages;
- GPS data;
- data from route planners;
- data from wap-log systems; and

data from systems which are related to wap-log systems, and generates the control signal completely or partially as a function of this data.

23. (Cancelled)

24. (Previously Presented) The method according to claim 20, wherein a future time profile of the state of charge of the energy accumulator is signaled to a user, by at least one of on a display and acoustically.

25. (Previously Presented) The method according to claim 20, wherein the control unit is connected to actuators by means of which engine parameters can be adapted.

26. (Previously Presented) The method according to claim 20, wherein the control unit is connected to actuators, by means of which the power consumption of infotainment elements or of internal or external vehicle illumination can be controlled.

27. (Currently Amended) An apparatus for controlling energy sources and energy sinks comprising:

means for measuring at least one parameter which characterizes the state of charge of the energy accumulator,

means for transmitting the parameter which characterizes the state of charge of the energy accumulator to a control unit,

means for generating by the control unit at least one control signal as a function of the parameter which is characteristic of the state of charge of the energy accumulator, which control signal controls energy sinks or energy sources which are connected directly or indirectly to the

energy accumulator, in terms of the power which they consume from the energy accumulator or the power which they emit to the energy accumulator, [[and]]

a data mask configured to prioritize, filter, and normalize data relating to the energy consumption and energy accumulation;

weighting means to weight the data with respect to at least one of the energy source or the energy sink to minimize processing time; and

means for calculating by the control unit the energy consumption of energy sinks on a planned route in advance,

wherein the control unit is a component of a combination instrument which also comprises a major part of the vehicle instrumentation and the control unit is designed in such a way that it calculates the energy consumption of energy sinks on a planned route in advance, and wherein a data mask carries out prioritization, filtering, and normalization of different data formats.

28. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a remote data transmission module.

29. (Previously Presented) The apparatus according to claim 27, wherein the control unit has an engine management module.

30. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a battery management module.

31. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a temperature module.

32. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a data input module.

33. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a filter.

34. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a memory.

35. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a logic module.

36. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a wire-free load controller.

37. (Previously Presented) The apparatus according to claim 27, wherein the control unit has a wire-based load controller.